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from 42 to 60 trains.3

6. Bad Kleinen-Wismar line.

do changes planned.

7. Lodwigslust-Hagenov Land-Schwanheide line.

No new measures planned.

8. Warnemuende-Rostock line.

The 14-km Warnemuende-Rosteck line was single-track prior to 1951. As the line proved incepable of handling the increasing requirements of both commuter and freight traffic, the Bremow-Rostock section was made double-track during the second half of 1952; and the capacity of the line was brought from 56 to 118 trains. Since, however, the line from Bremow as far as Warnemiende was still single-track, the capacity of the entire section could not be fully utilized. A small-scale improvement resulted from a crossing loop, 700 meters long, which was put into operation at the Schmal railroad station on 1 October 1952. The Bremow-Warnemuende section was expected to be made double-track as soon as the required material was available.

9. Herrnburg-Bad Kleinen line.

No new measures.

10. Wittenberge-Naustadt/Dosse line.

No new measures.

11. Bustzow-Neubrandenburg line.

No new measures were planned as the Buetzow-Neubrandenburg line was not yet utilized to capacity.

12. Hagenow Land-Holthusen line.

He major measures plumed.

13. Rostock-Velgast-Stralswid line.

The capacity of the Mustock-Velgast-Strelaund line was to be increased by between 10 and 16 trains. Small block stations were to be improved until the end of 1953, to attain a higher capacity.

14. Guestrow-Kerow-Pritzwalk-Memstadt/Dosse line.

The Guestrow-Karcy-Pritzwalk-Neustadt/Dusse line is a secondary line which is used for traffic to the area of central Germany, to unburden the main lines. In an effort to handle this rather heavy traffic, two new crossing loops, each 1,000 meters long, were laid in Pritzwalk, and the curve at Priemervald was established for the crossing of the Guestrow-Neubrandenburg line, thus making it possible for trains to go directly to and from Rostock, energy passing the neavily strained Guestrow railroad station. A crossing sop, 650 meters long, was built at the Scharsdorf block station. A new railroad station crossing was constructed between the

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Mrakow and Karou railroad stations. The tracks to Hoppenwalde, Canzlin and Plaus which could carry only locomotives of light exle pressure were extended 800 meters. The line was planned to be improved and straightened to make it possible for locomotives of 50 and 52 type with an average speed of 50 km/h and a maximum load of 1,200 tons, to operate on this line. She maximum load capacity of this line is 1,000 tons. Facilities for locomotives were improved at the Meyenburg railroad station.

15. Rostock-Wismar line.

The Neubukow and Kroepelin railroad stations were improved to come up to increased loading requirements. The Neubukow railroad station was given two new shunting tracks, each 700 meters long, and a new loading track. The loading track at the Kroepelin railroad station was extended 500 meters. A new shunting track was scheduled to be built at the Kroepelin railroad station in 1953. Excessive costs of earthwork required for the installation of additional tracks made the construction of these tracks impossible. The two railroad stations were chiefly used for loading operations in connection with the AAA firing range in Rerik, located nearby. The construction of a new military railroad station in the woods between Teschow and Neubukow was planned to unburden the other two stations. This new military station was scheduled to have direct connection with the Rostock-Wismar autobahn. The surrounding woods were planned to be left untouched for camouflage reasons.

25X1 Comment. Information on the reconstruction of the second track of the short supplied by other 25X1 Comment. The still single-track Schwaen-Rostock line is overloaded as it is assived by the Buetzow-Schwaen single-track line (see paragraph 5 of this report) 25X1 and the Guestrow-Schwaen single-track line.
25X1
25X1
25X1 Comment. Work on the remaining Brance-darmenuende section was planned,
25X1
25X1
50 Comments This Information Contains provided this line use to be improved
25X1 for heavy trains in 1953.
25X1 as a standard rentioned were previously reported as
marking the Ala rence in Westrow which is used by the Soviet Army
20// the Neubukow railroad station would be expanded.
25X1 The newrail road station between Teschow and Newbukow was not contained in the 1953 construction program.
25X1 Neupukow was not contained in the 1999 constitution programme 25X1
25X1
25X1

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